

**TITLE OF INVENTION**

**SAVE A SKI**

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## BACKGROUND OF INVENTION

The History of the Save A Ski began in the year 1999 when we began water skiing on one of The Great Lakes, Lake Erie located on the North Coast of Cleveland, Ohio.

Water Skiing was something we enjoyed very much. As time went on, we were able to slalom. This meant leaving one ski behind drifting in any direction the current or wind would take it. After going some distance from the dropped off ski, it was now the time to retrieve it. If the wake was rough or it was dusk or if it was an overcast day, it made it difficult to locate, especially if the ski were to be upside down.

Regardless of how the ski landed in the water, the flag would always come up in an upward position. The flag can be seen from a distance of at least thirty (30) yards. Another benefit of this idea is that a boater can see this ski so he is able to prevent from hitting it causing thousands of dollars to the out drive or going through the hull, possibly sinking the boat.

In the past we have lost several skis, and in time, it showed to be very costly. So we had to come up with a way to locate the ski easier. This is how the save-a-ski was invented.

## BRIEF SUMMARY OF INVENTION

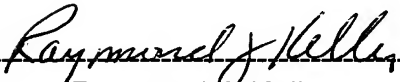
### SAVE A SKI

When a person slaloms, one's ski is dropped off drifting on top of the water.

Then the ski that was left behind becomes difficult to locate, especially if you were so unlucky to be out on an overcast day or the water became choppy or it was at dusk for example.

This invention demonstrates how the ski is easier to locate from a distance of at least thirty (30) yards or more. The reason for this is because the flag regardless of if the ski lands straight up or upside down, the flag will always end up in a upwards position. The shaft has a counter-balance at the opposite end of the flag making it possible to rotate three hundred and sixty degrees (360°) and on it has a spring making it able to flex back and forth.

Another benefit of this invention is that other boaters are able to see the ski and it sends a warning to the passengers of caution, to avoid damage to hull or motor.

  
Raymond G. Keller  
Inventor

  
Deborah A. Lytton  
Inventor

## BRIEF DESCRIPTION OF THE DIFFERENT VIEWS OF THE DRAWING

### 1. Flag

Statement: The brightly colored Red or Silver Flag depicts the ability to observe a "CAUTION" of the object, and the reflective color makes it easier to locate it.

### 2. Spring (Top)

Statement: The top spring provides flexibility for added action. The flag is glued to the top of the spring.

### 3. C-Bracket

Statement: The main unit, made from polyethylene, designed to embrace the surrounding area of the ski and secure the rotator to.

### 4. Rotator Stud

Statement: This bolt is for the purpose of securing the rotator to the C-bracket, and acts as a pivot. The bolts dimensions are 1/4"-20 x 3/4" stove bolt, 304 stainless steel.

### 5. Rotator

Statement: It is secured to the C-bracket, cut to the shape of a circle made from polyethylene, able to rotate 360'.

### 6. Spring (Bottom)

Statement: The flexibility from the spring is needed to adequately sustain the force and the pressure of the water against the counter weight.

### 7. Counter weight

Statement: The counter weight is a 7 ounce, steel weight. It is designed to exceed the weight of the top spring and flag.

## DETAILED DESCRIPTION OF THE INVENTION

Our idea was to have something noticeable above the surface of the water to attach to the ski for easy retrieval and to withstand water conditions and weather conditions.

Ultimately, we came up with a flag, cut to the shape of a triangle, 2" wide x 4" long in size, brightly colored and reflective to indicate caution that an object is near to which, its purpose.

The top spring is two hundred thousands (.200) in diameter and seven inches (7") long. One end of the spring will be screwed into the rotator approximately one half inch (1/2") deep. At the other end of the spring it is to support the flag. The reason for using the spring is so that it can flex while going through the water.

The C-bracket is the main body of the Save A Ski... It is made from polyethylene. It supports the rotator that supports the top and bottom spring. The two (2) tabs that embrace the top and bottom of the ski is three-sixteenth inch (3/16") thick, one inch (1") wide, and three inches (3") long. The vertical section that supports the rotator is one inch (1") wide and one and one-half inch (1-1/2") long and one inch (1/2") thick. In the center of the vertical section there is a hole which is threaded to accept the one-quarter inch - twenty (1/4"-20) bolt, that is the stud for the rotator. The inside of the tabs that embrace the ski has one-half (1/2) of the matching parts of velcro. The second (2nd) half is on the ski itself. This allows the Save A Ski to be removed when needed.

The rotator is one and one-half inch (1-1/2") in diameter and one-half inch (1/2") thick. It is made from polyethylene. In the center of the half thickness, is a threaded hole to accept the top spring. One hundred and eighty degrees (180') apart is another threaded hole that accepts the bottom spring. In the exact center of the diameter there is a hole to allow a one-quarter inch (1/4") stud to be easily inserted.

The bottom spring is two hundred thousands (.200) in diameter and six inches (6") long. The end of the spring will be screwed into the rotator one-half inch (1/2") deep. At the opposite end of the spring, it is threaded into the counterweight.

The counterweight is two inch (2") long and one-half inch (1/2") in diameter. At one end of the counterweight diameter is a threaded whole to accept the bottom spring. At the same end there is a bevel that leads to the two hundred thousandth (.200) in diameter threaded hole.

The reason for this is there will be less water resistance when the Save A Ski is being used.